



## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
" " "POWAN,"	2,338 "	G. F. Morrison, R.N.R.
" " "FATSHAN,"	2,260 "	R. D. Thomas.
" " "HANKOW,"	3,073 "	C. V. Lloyd.
" " "KINSHAN,"	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8:30 A.M. (Sunday excepted), 9 P.M. and 10:30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8:30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons	Captain W. E. Clarke.
Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.		
Departures from Macao to Hongkong daily at 8 A.M.		

## CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.		

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD.  
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain W. A. Valentine.
" " "NANNING,"	569 "	C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Mahning, Kunchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-tung, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8:30 A.M.

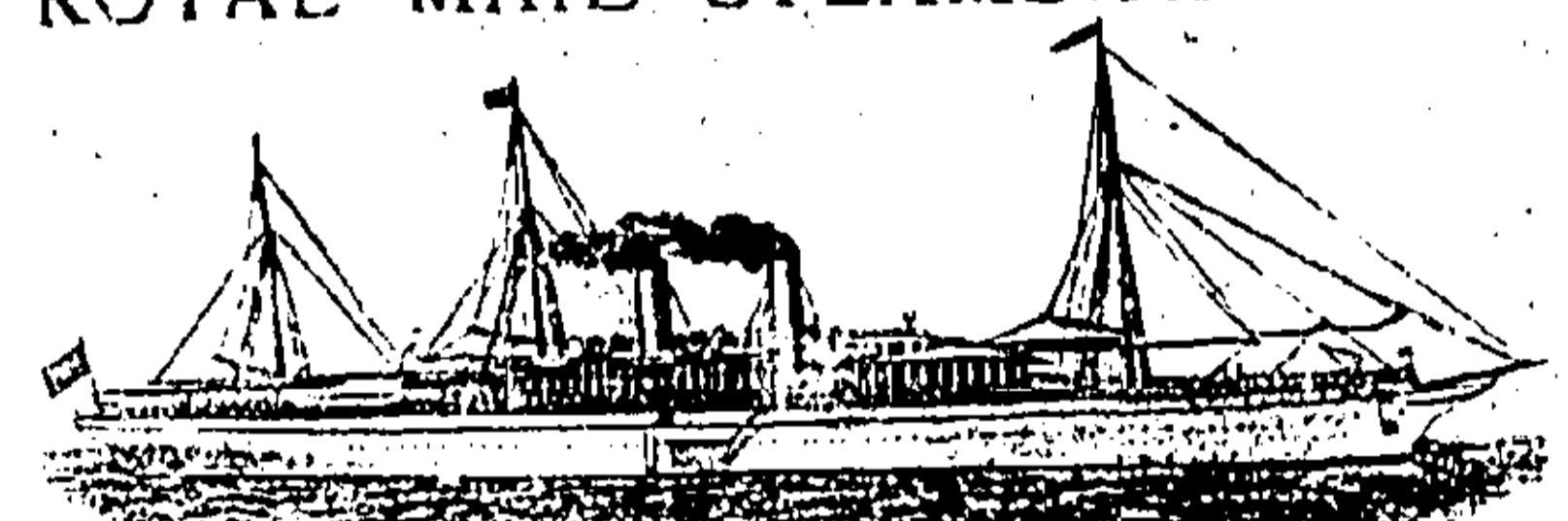
FARES.—Canton to Wuchow.....Single \$15.00. Return \$25.00.  
Canton to Tak Hing.....Single \$12.50. Return \$21.00.  
Canton to Samshui.....Single: \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel  
Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.  
Hongkong, 31st July, 1905.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

Steamers.	Tons.	Commanders.	Sailing Dates.
R.M.S. "EMPEROR OF INDIA"	6,000.	E. Beetham, R.N.R.	WEDNESDAY, 23rd Aug.
" " "TARTAR"	4,425.	W. Davison, R.N.R.	WEDNESDAY, 13th Sept.
" " "EMPEROR OF JAPAN"	6,000.	H. Pybus, R.N.R.	WEDNESDAY, 20th Sept.
" " "EMPEROR OF CHINA"	6,000.	R. Archibald, R.N.R.	WEDNESDAY, 18th Oct.
" " "ATHENIAN"	2,440.	S. Robinson, R.N.R.	WEDNESDAY, 1st Nov.
Hongkong to London, 1st Class.....	£120.	1st St. Lawrence, £60.	
Hongkong to London, Intermediate on			
Steamers, and 1st Class Rail.....	£40.		£42.

THE magnificient Twin-screw "EMPEROR" Steamships pass through the famous

INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 9th August, 1905. Mr. E. BROWN, General Agent.

Hongkong, 9th August, 1905. Corner Pedder Street and Praya, opposite Blake Pier.

[10]

HAMBURG-AMERIKA LINIE.  
OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIc PORTS; NORTH and SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SPESIA.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO.)	20th August. Freight.
Eblers.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO.)	20th August. Freight.
LIBERIA.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO.)	7th Sept. Freight.
Scandars.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO.)	8th Sept. Freight and Passengers.
RHENANIA*	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO.)	8th Sept. Freight and Passengers.
Förch.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO.)	20th Sept. Freight and Passengers.
SCANDIA*	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO.)	20th Sept. Freight and Passengers.
v. Doebern.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO.)	4th October. Freight and Passengers.
SILESIA*	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO.)	4th October. Freight and Passengers.
SLAVONIA*	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO.)	18th October. Freight and Passengers.
Madsen.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO.)	about begin- ning of Oct. Freight.
VANDALIA.....	NEW YORK VIA SUEZ.	Duly qualified Doctor and Stewardesses are carried.
Hasee.....	with liberty to call at the Malabar coast.	Duly qualified Doctor and Stewardesses are carried.

\* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabin midships. Lighted throughout by Electricity.

Duly qualified Doctor and Stewardesses are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Buildings.

[14]

Hongkong, 10th August, 1905.

D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

[14]

## Mails.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHE LLOYD, BREMEN.

## EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUETZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

## STEAMERS.

PRINZ HEINRICH.....FRIDAY, 18th August.

PRINZ EITEL FRIEDRICH.....WEDNESDAY, 30th August.

PREUSSEN.....WEDNESDAY, 13th September.

ROON.....WEDNESDAY, 27th September.

BAYERN.....WEDNESDAY, 11th October.

Zieten.....WEDNESDAY, 8th November.

PRINZ ALICE.....WEDNESDAY, 22nd November.

SACHSEN.....WEDNESDAY, 6th December.

PRINZ REGENT LUFTPOLD.....WEDNESDAY, 20th December.

PRINZ HEINRICH.....WEDNESDAY, 3rd January, 1906.

PRINZ EITEL FRIEDRICH.....WEDNESDAY, 17th January.

PREUSSEN.....WEDNESDAY, 31st January.

ROON.....WEDNESDAY, 14th February.

BAYERN.....WEDNESDAY, 28th February.

## SAILING DATES.

TONS.

SAILING DATES.

PRINZ SIGISMUND.....3,302 TUESDAY, 22nd August.

WILLEHAD.....4,761 TUESDAY, 19th September.

PRINZ WALDEMAR.....3,327 TUESDAY, 17th October.

ON FRIDAY, the 18th day of August, 1905, at Noon, the Steamship PRINZ HEINRICH, Capt. P. Grossch, with MAIls, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on WEDNESDAY, the 16th instant. Cargo and Specie will be received on Board until 5 P.M., on THURSDAY, the 17th instant, and Parcels will be received at the Agency's Office until NOON, on THURSDAY, the 17th instant.

## Intimation.

**WM. POWELL,**  
LIMITED.

"ALEXANDRA  
BUILDINGS"

Des Vaux Road.

LADIES'  
DEPARTMENT.

NEW  
GOODS.

SILK BELTS,  
KID BELTS,  
LACE  
SCARVES,  
SPOT  
SILK  
SCARVES,  
OPENWORK  
GLOVES,  
AND  
MITTENS.

MUSLIN  
BLOUSES  
AND  
SILK  
BLOUSES.

PRETTY  
UNTRIMMED  
STRAW  
HATS.  
\$1.50 Upwards.

THE NEWEST  
DRESS  
FABRICS  
obtainable.

PRICES MODERATE.

**Wm. POWELL, Ltd.,**  
HONG KONG.

Hongkong, 9th August, 1905.

## THE PEACE QUESTION.

## JAPANESE PRESS OPINIONS.

Now that the opening of the peace conference is approaching the question of peace is absorbing the public attention more than ever, the more so owing to what are considered the rather indiscreet utterances attributed to M. Witte and also the superior tone adopted by the Russian journals.

Writing on this subject, the Nichi-Nichi says the tone of the Russian journals on the peace question is as superficial as it is grandiloquent and only serves to expose Russia's weak points. Displays of ill-balanced rhetoric on the part of the Russian papers, however, are not surprising, considering that they are actuated by a desire to make out the best case possible for their country. But what is surprising is that Russian statesmen in responsible positions should give vent to expressions of a similar character. These have gone so far as to allege that Russia is not so much concerned about peace as is Japan, for if the worst comes to the worst the Russians would simply evacuate North Manchuria to the "further north," leaving the Japanese in the lurch. Such an argument, the Tokio journal says, is not worth the paper on which it is printed. The withdrawal of the Russians further inland is actually what is desired by the Japanese, as in this case the latter would be enabled to carry out the occupation of Russian territory with less expenditure of life and treasure than would be the case by its forcible occupation. Russia, it should be distinctly understood, must abandon all hope of the restoration of territory thus occupied by Japan. One can hardly imagine, however, that the reckless course advocated by the Russian Press is seriously entertained by the responsible authorities in Russia.

There is no denying, continues the Nichi-Nichi, that Russian finance is in a deplorable plight. All available resources have been exhausted, the war chest is empty, and there seems no other course open than the issue of non-convertible notes. That France is in no mood to provide further funds for Russia for the continuance of the war is very clear from what the Paris correspondent of the Times has written on the subject. Since the fall of Port Arthur the financial credit of Russia abroad has become almost nil. After the failure of her loan in France, Russia had recourse to a domestic loan; which, though it was claimed as having been covered to twice the amount, appears, from the disclosures made by the Paris correspondent of the Financial Times, only to have reached, so far as public subscriptions are concerned, one-eighth of the amount required. However, the Russian Press may indulge in grand talk as to the prosecution of the campaign, it is an ill-concealed fact that the Muscovite finance is on the verge of bankruptcy. Russia may manage to temporise by issuing non-convertible notes, but this would be to add more misery and distress to the already overburdened people, and would be calculated to spread more discontent among them. In short, the allegation that the cessation of hostilities at this stage is more advantageous to Japan than to Russia is no more true than that the latter is capable of a continuation of the war, and the sooner Russia decides to bow to the inevitable the better it will be for her and her people.

The Tokyo Asahi questions the plenary powers of M. Witte. The tenor of some of the recent telegrams, says our contemporary, leads the people to doubt whether M. Witte is vested with full power for conducting the peace negotiations. This is discernible even in what purports to be the conversation of M. Witte himself. The two Chinese peace envoys who came to Hiroshima ten years ago to attempt to make peace were sent away as they were imperfectly vested with plenary power, and from what is reported it is not at all unlikely that history may repeat itself at the coming conference. Considering the circumstances under with the meeting of the representatives of the belligerent countries has been brought about, one can hardly imagine that Russia would take any action likely to cast reflection on her good faith and sincerity. At the same time it is doubtful if the Russian Government—a veritable hotbed of conflicting opinions—has agreed to entrust all the responsibilities of the peace negotiations to a man who, whatever his reputation, has been behind the scenes until recently. All things considered, we shall not be surprised, concludes the Asahi, if we hear of the rupture of the negotiations at any moment. Should they prove abortive in consequence of the limited powers of the Russian envoy, Russia cannot shirk the responsibility of having abused the good faith of President Roosevelt as well as of Japan.

The Fiji Shimpo thinks that while the real attitude of the Russian Government as regards peace is almost an unknown quantity, the appointment of M. Witte, coming, as it did, after the resignation of men of less weight and less peaceful proclivities, may be taken as proof of an agreement in the policy of the Government. From the outset M. Witte has been regarded as an advocate of peace, and consequently his responsibility with regard to the war is not like that of Li Hung-chang who negotiated peace in the war of 1894-5. M. Witte could have declined the appointment if he chose. His acceptance therefore implies that he has confidence in his ability to successfully negotiate terms of settlement. He knows that the Russians, despite their blustering, at heart desire peace, and so do the Powers. And as, under such circumstances, Japan will not insist on heavy terms, peace may be restored on lines acceptable to the Russians. M. Witte probably aims at using the influence obtained by the successful negotiation of peace toward accomplishing the internal reform of the country. This, however, will prove a very hard task even for a man of his ability. Apart from the reform of internal administration which M. Witte may or may not contemplate if he counts on Japan's pliability in the matter of her claims he will be greatly mistaken and the conference may in such case be productive of disastrous results.

Even the Kokumin, the Government organ, begins to entertain doubt as to the plenary power of M. Witte and the outcome of the peace conference. If the telegrams reaching Japan from abroad regarding peace contain any truth, says this journal, it seems useless to entertain much hope as to the result of the coming conference. From what is attributed to the utterances of the Tsar and M. Witte it would appear that Russia lacks the sincerity and earnestness essential to attain the object in view. If the report of the Daily Telegraph correspondent is to be believed, M.

Witte's mission is merely in the nature of a "feeler." We are willing to assume, the Tokyo journal continues, that such is not the intention of Russia, for, if it is true, it is an inexcusable act on Russia's part and is tantamount to insulting Japan and President Roosevelt, and deceiving the whole world.

Even supposing M. Witte's powers are without flaw, it is still open to doubt whether Russia is really sincere in her desire for peace if we are to judge from the attitude of her statesmen and Press. What makes the prospect anything but reassuring is that Russia seems to place herself in a false position, as if she were dictating terms to Japan instead of terms being dictated to her, and as if she regards the dispatch of a peace envoy to Washington as a favor toward Japan. If Russia is not yet awakened from the blind stubbornness which has characterised her doings throughout, Japan, however unwilling, will be compelled to bring her to her senses by less peaceable means. The lack of earnestness with regard to peace on the part of Russia is perhaps due to the assumption that Japan is already tired of the war, and the hope that Linevitch may yet be able to turn the tide of battle. If Russia builds her hopes on such grounds she is likely to be disappointed in the future as she has been in the past, for nothing is surer from the truth on probabilities than such assumptions.—*Japan Chronicle*.

## Entertainment.

## HONGKONG VOLUNTEER CORPS.

G R A N D P R O M E N A D E C O N C E R T.,  
on the  
VOLUNTEER PARADE GROUND,  
(Near Tramway Station),  
ON  
SATURDAY,

August 19th, at 9.15 P.M.

Tickets ... \$1 and \$1,  
Can be obtained at the Volunteer Head Quarters,  
near the Hongkong Club.  
Hongkong, 9th August, 1905. [810]

## Hotel.

## OCCIDENTAL HOTEL.

## EXCELLENT CUISINE.

## MODERATE PRICES.

## ELECTRIC FANS

TO ORDER IN  
EVERY ROOM.

## EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 10th Aug. 1905. [17]

## Intimations.

## SOMETHING NEW.

A FRESH CONSIGNMENT OF  
INVALID BOVRIL in Porcelain Jars with  
Nickel Caps. The most perfect form of  
concentrated nourishment at present known.  
Delicious as a Sandwich Paste.

AND ALSO

BEST INDIAN CHUTNEYS of a well-known  
make of different varieties. Quality  
will speak for itself.

A Trial Solicited.

H. RUTTONJEE.  
Hongkong, 10th August, 1905. [58]

## A FOOK &amp; Co.,

12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS  
AND COMPRODADORES, COAL MERCHANTS  
AND STEVEDORES OF SIXTY  
YEARS STANDING.

ALL kinds of Provisions, Coal, Water and  
Ballast supply from alongside at the  
shortest notice and with all possible dispatch.

Moderate terms.

Orders solicited.

Hongkong, 23rd February, 1905. [62]

## Consignees.

FROM HAMBURG, BREMEN, ROTTER-  
DAM, ANTWERP, PENANG  
AND SINGAPORE.

THE H. A. L. Steamship

## "SCANDIA."

Captain Von Doebern, having arrived from the  
above Ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
counter-signature by the Undersigned and to  
take immediate delivery of their goods from  
alongside.

Optional cargo will be forwarded unless  
notice to the contrary be given before TO-  
DAY.

Any cargo impeding her discharge will be  
landed into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Co., Limited,  
and stored at Consignees' risk and expense.

All claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognised.

No claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 20th instant will be  
subject to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 19th instant, at 3 P.M.

No fire insurance has been effected.  
HAMBURG-AMERIKA LINE,  
Hongkong Office.

Hongkong, 13th August, 1905. [835]

## Consignees.

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNNEES.

S.S. "BENGLOE"  
FROM ANTWERP, LONDON AND  
STRAITS.

CONSIGNNEES of Cargo are hereby  
informed that all Goods are being landed  
at their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Co., Ltd.,  
whence and/or from the wharves delivery may  
be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods undelivered  
after the 2nd August will be subject to  
rent.

All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the 29th  
August, or they will not be recognized.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 22nd August, at 11 A.M.

No fire insurance has been effected.  
Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 15th August, 1905. [186]

NOTICE TO CONSIGNNEES.

THE P. &amp; O. S. N. Co.'s Steamer

"PEKIN"  
FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo:—  
From Persian Gulf, ex B.I.S.N. and B. & P.  
S. N. Co.'s Steamers.

Goods not cleared by the 20th instant, at  
4 P.M., will be subject to rent.

No fire insurance will be effected by me in  
any case whatever.

Damaged Packages must be left in the  
Godowns for examination by the Consignees'  
and the Company's representative at an  
appointed hour.

All claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognised.

No claims will be admitted after the Goods  
have left the Godowns.

L. S. LEWIS,  
Acting Superintendent.

Hongkong, 14th August, 1905. [186]

## NOTICE TO CONSIGNNEES.

THE P. &amp; O. S. N. Co.'s Steamer

"BENGAL"  
FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex S.S. Victoria,  
From Australia, ex S.S. Marmora.

From Calcutta, ex S.S. Borneo.

From Persian Gulf, &c., ex B. I. S. N. and  
B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
Noon, TO-DAY.

Goods not cleared by the 16th instant, at  
4 P.M., will be subject to rent.

No fire insurance will be effected by me in  
any case whatever.

Damaged Packages must be left in the  
Godowns for examination by the Consignees'  
and the Company's representative at an  
appointed hour.

All claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognised.

No claims will be admitted after the Goods  
have left the Godowns.

L. S. LEWIS,  
Acting Superintendent.

Hongkong, 10th August, 1905. [186]

## "INDRA" LINE OF STEAMERS.

## NOTICE TO CONSIGNNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRASAMA,"

having arrived from the above Port, Consignees  
of Cargo are hereby informed that their Goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
goods are landed.

Goods not cleared by the 17th instant, at  
4 P.M., will be subject to rent.

No fire insurance will be effected by us in  
any case whatever.

All damaged packages must be left in the  
Godowns, and a certificate of the damage  
obtained from the Godown Company within  
ten days after the vessel's arrival here, after  
which no claims will be recognised.

JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 11th August, 1905. [823]

BRITISH INDIA STEAM NAVIGATION  
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PALAMCOTTA,"

having arrived from the above Port, Consignees  
of Cargo by her are hereby informed that their  
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining  
on board after 4 P.M. SATURDAY, the rath  
instant, will be landed at Consignees'

## Intimations.

A. S. WATSON & CO.,  
LIMITED.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY.

THIS  
CELEBRATED  
BLEND  
OF  
THE FINEST  
WHISKIES  
IN SCOTLAND  
IS CHARACTERISED BY ITS

FINE FLAVOUR

AND

MELLOWNESS

ATTAINED ONLY BY

GENUINE  
QUALITY

AND

GREAT AGE.

Per Dozen \$16.50.

A. S. WATSON & CO.,  
LIMITED,

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

Hongkong, 22nd July, 1905.

BIRTHS:
On 9th August, at 187, Bubbling Well Road, Shanghai, to Mr. and Mrs. C. E. ROACH, a daughter.
On 11th August, at Szechuan Road, Shanghai, the wife of I. R. MICHAEL, a daughter.
On 11th August, at Alexandra Building, Yuen-ming-yuen Road, Shanghai, the wife of H. EDWARD McCANN, of a son.
MARRIAGE:
On 11th August, at H. B. M. Consulate-General, Shanghai, before Sir Pelham Warren, K.C.M.G., PETER FENWICK to LIZZIE STEWART.

The Hongkong Telegraph  
HONGKONG, WEDNESDAY, AUGUST 16, 1905.

## IS IT PEACE?

According to the semi-official announcement which appeared in yesterday's issue of the *Hongkong Telegraph*, in a special telegram from our Shanghai representative, certain of the conditions which Japan suggested should be looked up as basis of negotiation between the plenipotentiaries of Japan and Russia for a settlement of the war, have been accepted by Russia. We are told that Russia has agreed to evacuate Manchuria. When we remember that Russia solemnly engaged under treaty to evacuate Manchuria long years ago, it can hardly be said that there is any great hardship in consenting to accept this condition. As a matter of fact, in agreeing to this condition, Russia is only performing under compulsion what she protested she intended to perform as a matter of conscience and duty. When Russia flooded Manchuria with troops under the guise of railway guards, the world was informed that there was no idea of permanently settling in the country, but having laid a railway to connect her outlying stations with Europe, Russia felt obliged to maintain order on the line. Ever and anon, the Powers feebly requested Russia to fulfil her promise to leave Manchuria to the Chinese, and on each occasion Russia politely described the dangers to which passengers by the railway would be rendered liable should the army of occupation be withdrawn; and there the matter usually ended. But now, in face of the vigorous campaign conducted by the Japanese, Russia feels compelled to accede to the condition that Manchuria must be evacuated by Russian troops. The second of the conditions acquiesced in by Russia is that Japan shall act as protector or suzerain of Korea. Nothing less could be demanded by Japan if she was to retain her freedom of action in the Peninsula. Already Korea is under the control of the Japanese, and although the shifty Emperor of the Koreans has endeavoured to curry favour with both parties he will probably now see the wisdom of standing by the Japanese in their efforts to subjugate the wild tribes of the Peninsula and civilise the people of Seoul. The final condition which Russia is prepared to grant, is the transfer of her leases in the Liaotung Peninsula to Japan. That would follow the evacuation of Manchuria and the withdrawal of her claims to superiority over Korea as a matter of course. If Japan is to accomplish any reforms on the mainland opposite Nippon she must have full power and authority over the Peninsula, temporarily at any rate. These conditions which have been accepted by Russia mean very little however. The conditions which are still under discussion represent the kernel of Japan's reward. The telegram reads: "Russia opposes the secession of Saghalien; the relinquishment of her interned ships-of-war in neutral ports; the payment of an indemnity, and the limitation of her Navy in the Pacific." How Russia can successfully claim the return of Saghalien is beyond the ordinary mind. Here is a barren land, set apart by Russia as a penal settlement. It has never proved of any value to Russia, except as providing a name to strike terror into the hearts of the revolutionaries. It has been captured without a blow by the Japanese. It is situated in proximity to Japan, and if any nation could make a success of Saghalien it is Japan. The Russian Government, however, feels the loss of a strip of land far more than any other nation would. Britain has given away greater provinces than seven-eighths of the world ever possessed, but Britain was ever quixotic. Russia has had a mania for acquiring lands, by diplomacy or force of arms, and it would be a wrench to Russian pride to part even with an island which is little better than a prison compound. But Russia will have to give way on this point, for Saghalien is in the hands of the Japanese, and may already be considered a Japanese possession. On the question that the Russian men-of-war which have been interned at neutral ports since the war began should be handed over to Japan there will be a variety of opinion. It should not be forgotten that the majority of these vessels have not fired a shot in the campaign. They have taken no part in the fighting. Their officers have had no opportunity of distinguishing themselves either by wishing for a glorious death or fleeing from the shadow of the conqueror. They have lain

useless and neglected in foreign harbours; their officers and crews allowed to stagnate, and their very existence almost forgotten.

After all, Japan does not need the few paltry vessels which constitute the Russian fleet still existing in the Far East. Japan can well afford to waive that condition. As to the limitation of the Russian Navy in the Pacific, Japan is perfectly entitled to that claim, and in putting it forward she will have the support of all the Powers. Russia may object, but Japan has a strong precedent for her action in this respect. Britain and France practically drove the Russian Navy from the Mediterranean by declaring that no Russian men-of-war employed in the Black Sea should pass the Dardanelles. As to the indemnity, that is the rock on which the plenipotentiaries are likely to split. Japan, as victor on land and sea, is entitled to the payment of the expenses which she has incurred through Russian aggression. These expenses cannot be less than half a million sterling a day. The longer the war is prolonged the greater will be the indemnity. It remains to be seen whether any basis of settlement can be arrived at on this point. But it is at least satisfactory to know that half the conditions laid down by Japan have been accepted, for that argues a readiness on the part of each belligerent Power to settle the unhappy business which has already cost so dearly in blood and treasure in the Far East.

## LOCAL AND GENERAL.

SIX regiments of Russian garrison artillery have recently arrived at Vladivostok.

MAJOR MENZIES, who has been some six years in North China, is going away shortly on leave.

THE civil government of Karafuto will be organised in the middle of August, after Mr. Kumagaya arrives at Alexandrovsky.

THE four hours' speed trial by the American squadron in the Gulf of Pechili on the 10th ult. was won by the U.S.S. *Raleigh* at 20½ knots.

THERE has been a disastrous storm in western Japan, with fatal railway accidents in Kiushu. Captain Walter Barker, U.S. army, is among the wounded.

OUT of six Chinese who presented themselves for examination this afternoon four were granted certificates to act as pilots within the waters of the Colony.

LIEUTENANT-Colonel H. G. Fitton, D.S.O. Royal West Kent Regiment arrived to-day per s.s. *Ceylon* from Malta, on appointment to command the 2nd Battalion.

A JUNK containing two Russian naval officers and fourteen bluejackets (probably from the *Oldhamia*) was captured in distress by a Japanese man-of-war, near Iterup in the Kuriles.

A DESPATCH from Kaifeng-fu, capital of Honan, says that there has been a riot at Wu Yang-hsien in Nanyang-fu, caused by the excessive tax there on opium. The deputy of Nanyang-fu was killed by the infuriated mob.—*Sin Wan-jao*.

A CORRESPONDENT writes to the *Shanghai Times* from Newchang:—The Chinese are dying in great numbers here of a strange disease. Their heads swell up enormously till the patients die. Nobody knows what the malady is.

THE *Seoul Press* announces the death of Mr. Dixey, student interpreter at the U.S. Legation, Seoul, which took place on July 26th. Mr. Dixey was twenty-five years of age, and a native of Boston. He had only been in Seoul for a month.

MISS ROOSEVELT, Secretary Taft, and party had a great day at Nagasaki on the 1st, the Mayor giving a garden party at the O-Suwa Temple, in the Bronze Horse square, and presenting each of his guests with an ivory and silk fan.

THE steamer *Southgate*, 478-ton net, while lying at anchor in Kobe harbour on the 2nd, was run into by the O. S. K. S. *Gensan Maru*, whose steering-gear had broken down. The *Southgate* was holed below the water-line, but was towed into the Kawasaki dock in time.

AMONG the passengers who were to leave Shanghai for Europe by the N. D. L. S. *Prius Heinrich* on Sunday morning were Sandow's Troupe, a German relief, and a number of Russian refugees from Saghalien. The late arrival of the steamer is caused through rough weather in Japan.

THE wrestling match for \$1,000 between Sandow's champion and the Japanese champion which took place at Shanghai ended in a fiasco, the Japanese refusing to abide by the rules as agreed upon. However, two of Sandow's pupils gave an excellent exhibition of catch-as-catch-can wrestling.

AT 11 a.m. to-day Messrs. Hughes and Hough sold by public auction, on account of the concern, the steam launches *Alexandra* and *Amelia* both lying at the Army Service Corps Pier, Arsenal Street. The *Alexandra*, built of teak, has a length of 65 feet, breadth 11 feet and depth 6 feet, the engine and boiler being built by the Hongkong and Whampoa Dock Company. The *Amelia*, also of teak, has a length of 60 feet, beam 10 feet, and depth 6 feet. The *Alexandra* was sold for \$1,400 and the *Amelia* for \$3,800, both being purchased after somewhat keen competition by Mr. Chung Shiu Koo, landowner. We understand that these launches are to be used as ferries running between Yau Ma Tei and Hongkong.

## THE PRINCE AND PRINCESS ARISUGAWA.

## ARRIVAL IN HONGKONG.

When the Imperial German mail s.s. *Prussia* arrived in harbour this morning the flag of the Land of the Rising Sun was flying from the fore, denoting the presence on board of distinguished Japanese passengers. These were Their Imperial Highnesses the Prince and Princess Arisugawa, who are returning home after a brief visit to Europe, and more particularly to England, whither the Prince had proceeded to "convey a message of friendship and respect to the King and Queen of England, and to the British people from the Emperor of Japan, and to act as a channel through which the Japanese people, separated by thousands of miles from England, might reciprocate the sentiments of cordiality and affection, which have been expressed by their Western allies."

Shortly after ten o'clock this morning Mr. M. Noma, the Consul for Japan, went aboard the ship to welcome Their Imperial Highnesses, and to convey to them the invitation of H.E. the Governor, Sir Matthew Nathan, K.C.M.G., to lunch at Government House at 2 p.m. to-day. With the Prince and Princess are Major Kikuyero Hishida, i.e., Madame Koto Hashiguchi, the Hon. Kakichi Ito, son, of the Marquis (io), Mr. Kinsaku Maruo, Dr. Ishinaga, Mimura, Capt. Kishiburo Osawa, i.j.n., and Mr. Momotaro Saito. A few minutes after noon Captain Arbuthnot Leslie, A.D.C. to His Excellency, went out in the Government yacht *Stanley*, to meet the Prince and Princess on behalf of His Excellency and to convey them ashore, Mr. M. Noma following shortly after in the launch *Osaka Maru*, to escort Their Highnesses' suite to Blake Pier which was selected as the place of landing. At a quarter to one o'clock a guard of honour, composed of 100 men of the 2nd Battalion, Royal West Kent, under the command of Captain Tulloch, marched down to the pier headed by their band and took up a position about 50 yards in front of the entrance, with the King's Colours in their centre. The streets along the route to be taken to Government House had just previously been partially lined by police under Chief Inspector Baker. On the pier, to meet their Highnesses on landing were the Hon. T. Sercombe Smith (Colonial Secretary), Hon. Mr. L. A. M. Johnston (Colonial Treasurer), Hon. Mr. W. Chatton (Director of Public Works), Hon. Sir Paul Chater, Kt, Sir Henry Berkeley (Attorney General), Mr. A. G. Fletcher (Clerk of Councils), Hon. Dr. F. Clarke (President of the Sanitary Board), Colonel Darling, G.O.C., and others.

THE OFFICIAL LANDING.

As the launch conveying the Royal visitors ashore left the *Preussen* the first gun of a Royal Salute boomed out from H.M.S. *Tamar*, while the expectant crowd who had gathered began to edge up for a better view of Their Imperial Highnesses. Almost simultaneously the two launches arrived alongside Blake Pier, that with the Prince and Princess on the eastern, and the other with the suite on board on the western side. As soon as the former made fast Captain Arbuthnot-Leslie, A.D.C., handed the Princess ashore, introducing Her Highness to Colonel Darling, who in turn presented the other gentlemen mentioned to the Imperial couple. As the Princess stepped ashore, the band of the Royal West Kent Regiment played "Kimegawa," the Japanese National Anthem. The introductions over, Prince Arisugawa, accompanied by Colonel Darling, inspected the guard of honour, the Princess, who was attended by Viscountess Hashiguchi and suite, surveying the scene from the entrance to the pier. The inspection over the waiting chairs were entered and a procession formed for Government House, Their Imperial Highnesses leading off in the two first chairs, followed by their suite and the rest of the party to be His Excellency's guests at luncheon.

Prince Arisugawa, who is a typical Son of Nippon, has a fine, manly appearance, a military bearing, and a bright open countenance, wore Japanese naval uniform, and also displayed the Star of the Order of a Knight Grand Cross of the Bath, bestowed upon him during his recent visit to England, by H.M. King Edward, as well as the first class order of the Rising Sun.

The Princess wore a very handsome dress of white silk, trimmed with chiffon and white lace, and a white picture hat with pink roses and ribbons, and, sensibly enough, was not burdened with any heavy bouquet. The Viscountess Hashiguchi was similarly garbed, blue flowers and ribbons, making the only discernible difference.

As the chairs conveying the party moved off the band again played a few bars of a Japanese air, and as the procession turned into Ice House Street, they struck up a British march and headed the guard of honour back to quarters. A very large contingent of the Japanese community was present to witness the arrival of and reception given to their country's Royalties.

After lunching with His Excellency Their Imperial Highnesses will return on board the *Preussen* which is scheduled to sail at 5 p.m. to-day.

Mr. Noma, Japanese Consul, had arranged a dinner and *sorbet* in honour of their Highnesses, but owing to the early departure of the *Prussia* this had to be abandoned.

## THE ARRIVAL.

## A PEN-SKETCH BY AN ONLOOKER.

The crowd that gathered to see the landing of the Prince and Princess was hardly what you would call a loyal and enthusiastic one. It effervesced with the sense of its own importance. A man with a tall hat was seen in the distance, and he was walking—actually walking. He reached Blake Pier without mishap. A squad of Sikh policemen, came along and took their stand near the Pier, and the major-domo of the lot, with a big sword, marched majestically along the line. A few minutes afterwards, the Sikhs disappeared, and where they went to is still a question for the crowd.

The first intimation that anything unusual

had occurred was the *topsy* was furnished by the Governor's "chairs" passing along Queen's Road.

That sufficed for the multitude; they were after the "chairs" with such enthusiasm that they could not be seen for dust. A long and weary wait was in store for them.

Then the Kents, led by the band, appeared, sweating, tired, but always orderly. The band played a rousing march, which even set the coolies stamping their feet to keep time. The tunics of the Kents were wet with perspiration. Their medals shone as if their wearers had just come from an onslaught.

A big bony inspector of police, whose face and manner were so genial that they kept the crowd at peace with the world and established authority, said "Back, please." A little more, and half the people in the back rows would have fancied they were at *Seeton*. "Look after that lot there," he said to a subordinate, but it was an easy task set the policemen. Never was a crowd so quiet and respectable. There were two lawyers, three shipping clerks, the heads of two shipping firms and a journalist in sight. The rest of the people were cramming their way to the pier.

Between the band of the Kents and the bodyguard was an open space. First a Chinese coolie tried to cross. With a kindly hand the soldier-constable put him back. Then a Japanese, sure that for the time he must get precedence, was ordered back. When a couple of Britons tried their luck they were shoved behind. A German attempted to pass the golden gate, and when he said that "All I want to see is how the Princess walks" he found himself in clover, metaphorically speaking. There wasn't a lady in the crowd.

The landing of the Prince and Princess took place to the accompaniment of guns from several batteries. There was the usual bowing and introducing, and then the walk to inspect the bodyguard.

Prince Arisugawa is a little dapper man, sharp-featured, keen, intelligent. He looks an aristocrat, a pocket edition of "Bobs," and military to his finger tips. He seems darker than most Japs, but that may be due to his Raleigh beard and moustachios. To put it in a word he is a clean-cut cameo representation of the nation from which he hails.

The Prince inspected the bodyguard—a fine lot of men in charge of a captain who seemed "too young for his task" as the German said—and did not forget to salute the colours. Colonel Darling stood like a mountain beside the little Royal Highness. People listened to the Japanese national anthem in a most perfunctory way.

What everybody wanted to see was the Princess. When the inspection was finished, the party got into "chairs." Like the gentlemen they were, the crowd uncovered as the Royal party started, even the coolies taking down their queues. The Prince with the Order of the Bath on his breast came ahead; then came the Princess and her entourage. She would conquer an army with her smile would fail.

The procession of "chairs" went on; honourable members of the Legislative Council looking supremely uncomfortable in their top-hats and frock-coats. Last of all came Mr. Chatton, smiling as ever, and quite at home.

The band struck up a lively air and the show, which had lasted for nearly five minutes, was over.

## SHIPPING. JETSAM.

## SWIFT PASSAGE OF A SAILING SHIP.

The sailing ship *Rhee Rickmers*, from Philadelphia to Kobe with a cargo of case oil for the Standard Oil Co., arrived at Kobe on 6th inst., after the remarkably quick passage of 109 days. This is believed to be a record between the two ports. The only bad weather encountered was in the China Sea.

## FITZGERALD'S CIRCUS.

## ANOTHER SUCCESSFUL PERFORMANCE.

The delights of the entertainment provided by Fitzgerald Bros. as revealed to the public for the first time on Monday proved of such captivating excellence and variety that many who attended the circus on the opening night must have wished to see it again. At all events it seemed that about as much as Hongkong could be packed in the large tent at Causeway Bay was present at the performance last evening, and thoroughly enjoyed its visit to this storhouse of pleasure. We have already alluded to the programme in detail, and need not again dwell upon the numerous items that go to make a thoroughly brisk and enjoyable entertainment. There are beautifully trained horses, performing dogs (which seem to get as much pleasure out of their own tricks as the most enthusiastic of the audience), and clowns and acrobats galore. The evolutions of the six black Hungarian horses, introduced by Mr. H. Cardello, are as graceful as they are clever, and the same terms of praise might be applied to the riding of Will Henderson and of Middle, Millie, Dagmar. One of the most thrilling episodes of the programme is the performance by the Herbert family of aerial gymnasts. They do quite a number of beautiful feats, which, while startling in appearance, do not seem to call for any criticism on the score of danger, because except in the event of a total failure of nerve on the part of the performers, no particular risk of accident seems to attend their daring acts. These are only a few of the numbers; there are turns by other entertainers which are equally as appreciative, while the acts with an elephant, tiger, lion, and so on come in

## TELEGRAMS.

[Private.]

## LANGKAT DIVIDEND.

Shanghai, 16th August.  
The Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat has declared a third interim dividend of Tls. 2½ per share payable on the 15th proximo.

[We are indebted to Messrs. Benjamin, Kelly & Pot's for the above telegram.—Ed., H.K.T.]

[Reuter's.]

## The Peace Conference.

JAPAN AND KOREA.

London, 14th August.

The Conference on Saturday discussed, inconclusively, the recognition of Japan's preponderating position in Korea.

The Plenipotentiaries reassembled yesterday; the status of Korea clause has been disposed of.

Norway.

A Norwegian plebiscite has practically, unanimously approved of the dissolution.

## The Visit of the French Fleet.

Later.

The French fleet has left Portsmouth. Enthusiasm of its reception, which culminated in the historic celebration in Westminster Hall, has created a profound impression in France.

## DODWELL v. MOSS.

## QUESTION OF DAMAGES.

At H. B. M. Supreme Court, Shanghai, on 11th inst., before Mr. F. S. A. Bourne, assistant judge, application was made by the defendant or appellant for leave to file an amended answer, and a motion to dissolve the interim injunction granted against him by the Provincial Court of Foochow or for an order that plaintiffs or respondents give an undertaking as to damages.

Mr. Ellis appeared for the appellant; Mr. Macleod for respondent.

According to the N. C. D. News report, Mr. Ellis said he understood that his friend was willing to agree to appellant amending his answer. With regard to the second part of the application he understood his friend was willing to give an undertaking as to damages. He respectfully submitted that he should be heard as to the injunction being dissolved.

His Honour said he was not ready to hear argument on that point. No doubt the respondents should have given an undertaking when the interim injunction was issued.

Mr. Ellis said that if he could satisfy his Honour as to certain facts and points of law he would argue that the injunction should not have been granted under the circumstances.

His Honour said the undertaking would have to be given; he did not know whether Mr. Macleod was prepared to argue on the other matter.

Mr. Macleod said Mr. Ellis' application was in the nature of an appeal.

His Honour did not feel prepared to deal with anything of the kind. The undertaking being given appellant's application was satisfied. He was not prepared to hear further argument unless Mr. Macleod was prepared to go on. Appellant asked for the undertaking or the dissolving of the injunction. Having obtained the undertaking the alternative fell through. If both were required the application should have been worded differently.

Mr. Ellis said that if the intervening injunction was dissolved he did not want the undertaking as to damages.

His Honour repeated that he could not go on without Mr. Macleod's consent.

Mr. Macleod said that if there was an appeal against the injunction it should be treated as an appeal.

His Honour said Mr. Ellis came to Court to protect his client. Something had been done in Foochow which undoubtedly placed his client in an unpleasant position, with no one to look to in case the injunction was unjust. That was going to be remedied by requiring respondents to give security that if the injunction was wrongly granted they would indemnify him.

Then, as Mr. Macleod said, whether the interim injunction was dissolved or not it would have to be settled by an appeal.

Mr. Ellis stated that application for leave to appeal to this Court with regard to the interim injunction had been made at Foochow. It was on that appeal that he attended that day.

Mr. Macleod said he had received no notice of any appeal.

His Honour said he would rather have notice. If Mr. Ellis wanted to go further during the vacation and if his client would be suffering any wrong by waiting until September he would be quite ready to hear it on notice being given.

Mr. Ellis thought he had made it quite clear what he wanted. The heading of his application showed that was an appeal from a provincial Court. He asked leave to amend the application to read "and that in the event of the injunction not being dissolved plaintiffs shall give an undertaking as to damages."

Mr. Macleod asked that the appeal should be set down for hearing in a proper way, with notice of hearing.

Mr. Ellis said that the only point he intended to argue was that the provincial Court should not have granted the injunction.

His Honour said there was nothing more to be talked about. Leave was given to amend the answer, and Mr. Macleod would give an undertaking with regard to any damages appellant might have suffered by the granting of the injunction.

Mr. Ellis asked that the hearing of the appeal should be set down as soon as possible.

His Honour, at Mr. Macleod's request, left it to counsel to settle the date of hearing.

## MR. J. R. TWENTYMAN.

Farewell dinner  
Hearty send-off given to late  
Dock Director.

If there are any doubts among the shareholders of Messrs. S. C. Farnham Boyd & Co., as to the personal popularity of Mr. John Twentyman, the retiring managing director, a peep into the large private dining room of the Shanghai Club last evening would have set all such fears at rest, says the *Shanghai Times*, of 11th inst. Rarely has a more representative body of men sat down to a banquet table in Shanghai. Added to this was a spontaneity and full-heartedness in the entire proceedings that would have touched even a more experienced man of the world than Mr. Twentyman. The guest of the evening has been accused of having made more enemies than any other man in Shanghai, yet strange to say not one could be found among the persons representing every walk of life who attended the banquet.

Mr. John Prentice occupied the seat of chairman, and was supported on the right by Messrs. Twentyman, Bourne and McLeod, on the left by Sir Pelham Warren, Commissioner Hobson and Consul Pilzips.

Rev. C. E. Darwent, M.A., offered grace, after which Mr. Prentice proposed the King, which was drunk with musical honours.

Mr. Prentice then toasted the guest of the evening, Mr. John Twentyman had been known by him for over 25 years and during that time the very best of relationship had existed between them. Referring to Shanghai landmarks such as Sir Pelham Warren and Messrs. McLeod and young, he said these gentlemen could safely endorse the remarks he had made. The gentlemen who honour Mr. Twentyman to-night are representatives of the Crown, law, architects, merchants, and even brokers. (Several voices: "What about your son-in-law?" "Answer, 'He's all right!'" Curiously enough, to-night, we are also celebrating Mr. Twentyman's birthday. Under the circumstances two toasts would be in order, but as the (Chairman) was a Scot, he studied economy, and was therefore careful to see that one toast answered the purpose. We are all unwilling to say good-bye to our guest, but the prospect of a future meeting brings us compensation. Gentlemen, drink with me to the health of Mr. Twentyman.

This toast was fittingly honoured, the banqueters singing "For His Jolly Good Fellow," followed by the usual cheers and repeated "tigers."

Mr. C. M. Bain was then called upon to sing and replied with "Little Mary," the last verse of which raised the roof and had to be repeated. It ran:—

There's a certain man named Twentyman of universal fame  
Because of Farnham—Good old Farnham's.  
Now we all regret he's leaving us because he's played the game.

In running Farnham's—Good old Farnham's.

Once he drove across the Garden Bridge and tried it at a trot.

But the pony couldn't stand the weight and over went the lot,

So they took him to the hospital and laid him in a cot.

Away from Farnham's—Good old Farnham's.

Farnham's! Farnham's! the best of health to Farnham's;

It has always been a well run firm has Farnham's.

Now the old man wants to go

And let's a' Prentice run the show.

There's still the good old backbone left in Farnham's.

When Mr. Twentyman arose to reply he was visibly affected by the expressions of esteem, He sincerely thanked Mr. Prentice for his kind remarks. For 25 years they had worked harmoniously together, and it was with feelings of regret that circumstances necessitated his departure home. But he would always carry the pleasantest recollections of Shanghai and the friends left behind. He could safely say the business was left in excellent hands, and he heartily wished all prosperity. Some day he hoped to return and shake hands with his old friends.

Mr. J. Douglas of the Old Dock then sang "Hurrah for the Highlands."

Mr. Wilcockson called attention to Mr. Twentyman as a father. It is not the usual case, he said, to refer to such a fact, but everyone who knew Mr. Twentyman as intimately as he did, must have been struck with his devotedness to home and family. He proposed a toast to Mrs. Twentyman.

At this stage Mr. G. S. Lindsay sang "Ten Thousand Miles Away."

Mr. Twentyman replied to the toast to his wife, by saying that he certainly had never had a better one.

Mr. Ernest Hall, in his usual brilliant manner, delighted the banqueters with a piano-forte selection.

Sir Pelham Warren proposed the health of their host, Mr. Prentice. To which Mr. Prentice fittingly replied by toasting our popular Consul General, which was honoured by the guests singing "Rule Britannia."

Mr. Jas. McKie sang in the usual inimitable manner, "The Tarpaulin Jacket" to the accompaniment of Mr. W. C. Murray.

After Sir Pelham replied, the Chairman proposed the health of the foreign friends present, coupled with the names of Messrs. Chapsal and Brodersen.

Mr. Bain then sang in good, old Scotch style "Hoch Ay," which was enthusiastically received, the guests joining in the chorus.

Mr. Chapsal replied in French, while Mr. Brodersen made a very brilliant oration in English, dwelt chiefly upon his long intimacy with Mr. Twentyman.

Mr. Clements was pressed into singing "Pretty Polly Perkins," and it was with reluctance he sang without the aid of an accompanist.

Before terminating the proceedings, Mr. Prentice asked Messrs. Bain, Lindsay and Burns to sing "We are noe sou". This selection proved to be one of the hits of the evening.

"Auld Lang Syne" and "God save the King" closed the normal programme.

Among those present were Sir Pelham Warren, Rev. C. E. Darwent, Messrs. H. G. Dowler, F. S. A. Bourne, D. Landale, A. McLeod, G. Collins, H. J. H. Tripp, W. H. Bartham, B. Atkinson, C. H. Godfrey, E. Cornish, W. J. B. Chater, R. Toeg, W. Young, H. E. R. Hunter, G. R. Wheclock, M. Chapsal, W. Cowan, E. F. Mackay, James Mackie, R. Carr, W. E. Murray, G. H. Potts, S. S. Shorrock, R. H. Shaw, H. Wilcockson, W. Carlson, S. Groundwater, M. Yarawa, H. Robertson, W. S. Burns, C. M. Bain, J. C. Houson, D. Black, J. G. Mackenzie, P. Crichton, H. von Rucker, H. Brodersen, G. Korff, W. M. Lay, A. Tadd, E. W. Clements, II, G. Wilson, G. D. Scott, G. S. Lindsay, A. E. O. Arbutnott, R. S. Freeman, Dr. Graham, S. Hardoon, H. S. Smart, W. M. Dowdall, J. P. Parker, W. B. Buyers, J. Douglas, J. Strang, J. Dunstan and J. Rodgers.

It is understood that Mr. Twentyman is on board of the N. D. L. S. *Prins Bernhard* due in Hongkong on Thursday.

## THE AMERICAN BOYCOTT.

## AN IMPORTANT PROCLAMATION.

The following proclamation received in Shanghai from Wu-hu is printed in the *N. C. D. News*:—

Tsiao, wearing the brevet second grade red button, an expectant Taotai of Anhui province, and Chief Commissioner of the Wuhu Bureau of Commerce, issues the following proclamation for the information of all concerned:—

On the 13th of July I received a dispatch from His Excellency the Governor, stating that the Wai-wu-pu having received telegrams from Chinese merchants of various ports stating that they had inaugurated a boycott on American goods as a means of protesting against the unjust clauses of the New Exclusion Treaty, and requesting the Wai-wu-pu not to sign the new Treaty as it stood, the Wai-wu-pu had replied that the draft of the Treaty had been drawn up by Minister Liang Cheng in Washington, who sent the draft to the American Foreign Office, but that it had not yet been settled upon. Furthermore, the U. S. Minister Rockhill, who had arrived in Peking, had in a conference with the Wai-wu-pu regarding the new Treaty, spoken in a friendly and affable manner, nor was there any indication of coercing our Government to sign the draft of the new Treaty as it stood. Moreover, the said U. S. Minister had also signed his willingness to telegraph to his Government to change for the better any of the objectionable clauses in the proposed new Treaty. It is, however, feared that the Chinese merchants in question may have acted in a moment of impulse, although it is recognised that the step they have taken is unanimously proposing the boycotting of American goods and manufactures either through the columns of the Press, or by Expresses, was inspired by just anger at the treatment of their fellow-countrymen entering the United States. There is cause for apprehension, however, that evil characters may take the opportunity to create disturbances and influence the ignorant masses to break the peace. In view of this, therefore, the Wai-wu-pu states that it is most important that steps be taken to exhort everyone to be patient and quietly await the result of the said Brad's deliberations on the subject. His Excellency the Governor, having sent a reply by telegram to the Wai-wu-pu, now instructs the Bureau of Commerce to issue this proclamation to inform all concerned that as the new treaty is still being deliberated upon by the Wai-wu-pu, and that nothing definite has as yet been decided, all gentry, merchants and literati are exhorted to wait patiently for the instructions of the Wai-wu-pu and cast away all doubts and suspicions, and they are also further asked to exhort the labouring classes and common people amongst them to await the result of the deliberations of the Wai-wu-pu in the same manner, and refrain from listening to the evil influences of the rowdy element, and thereby avoid creating disturbances which will only end to their own detriment. Let all respectfully obey. An important proclamation.

31st year of Kuang Hsu, 28th day of the moon (30th July, 1905).

## AN OPEN LETTER.

On the 12th inst. our senior morning contemporary at Shanghai referred to an open letter printed in the vernacular press of the northern port, from Tao-tai Tseng Sha-ching, the Chairman of the Committee on the American Boycott there. The gist of the letter, says the *North China*, was that he had been secretly warned by several friends that certain persons were taking measures to "spoil him" at all costs, regardless of expense or method, either by moving the high official of the provincial Government to interfere, or by coercing the Imperial Government with threats, or by the engagement of some assassin or assassins to quietly remove the author of the letter from the land of the living. Again, other friends have further worried him that his secret enemies are working on the fears of the Consular Body by declaring that this union and bringing together of the Chinese nation, unless crushed with the strong hand, will certainly work harm to the future interests of Foreign Powers in China, and foreigners may bid farewell to any thought of living from henceforth in peace in this country. These warnings were received by Tseng Tsao-tai on the 8th instant. On the following day two persons, hitherto unknown to Mr. Tseng, called on him, and upon being asked to state the object of their visit gave him practically the same warning, adding besides in graphic terms the plan by which it was proposed "to put Mr. Tseng out of the way." It must, however, be known, in justice to himself, remarks the author of this open letter, that he was not present at the mass meeting of the 10th instant, nor was he the author of the declaration made that day by Mr. Ma Siang-peh—which there has been a disposition to saddle him with—in which it was proposed to refuse taking up all contracts for goods that had not been notified for shipment to China at the United States Customs by a certain date. The true fact of the case, his unknown visitors declared, was that the astonishing resolution, as published in the newspapers, was part of a scheme of Mr. Tseng's secret enemies to victimise him and to bring discredit on the national movement in the eyes of the world. Mr. Ma Siang-peh was somehow persuaded to make the declaration as a motion before the meeting, and he unthinkingly fell into the trap, that had been thus diabolically prepared. In view of all this Mr. Tseng was exhorted by his unknown visitors to keep away for the nonce from Shanghai so as to avoid being made a certain victim by his enemies. Of course, as a patriot and a gentleman, Mr. Tseng refused point blank to entertain even a thought of such an idea, and declares that he is ready to meet with calm and fortitude any fate that may be destined for him as the author and leader of the boycott. He then tells his readers the way he headed the movement, which was follows:—

(1) That the Exchange of Site offered by the Hon. the Colonial Secretary be and is hereby accepted.

(2) That the Plans as prepared by Mr. C. H. Gale and approved by the Committee be and they are hereby adopted.

(3) That Debentures of \$50 each to the value of \$10,000, bearing Interest at 7% payable yearly and redeemable at the option of the Club be issued as from the 1st of January next.

H. PERCY SMITH,  
Secretary.

Hongkong, 15th August, 1905. [838]

notifying them of the decision arrived at by the members of the Chinese Chamber of Commerce in Shanghai to obtain better treatment in the future for the exempt classes, labourers, and handicraftsmen entering the United States, and asking the co-operation of their fellow-merchants and gentry throughout the Empire. Then came the crucial test of the stamina of those present. His Excellency Yang, Chief Representative of the Shanghai in Kiangsu, who was at the meeting, told those present that the proper and the best way to obtain credence of the bona fides of the proposed national movement was that the telegrams should bear the signatures of some well-known names. Many of those present showed embarrassment, apparently, because none was willing to have his name heading the telegrams. Thereupon Mr. Tseng stood up and declared his willingness to head the signatures of the others and assume the responsibility, if no one else in the room cared to do so, as the proposed movement was one for the good and benefit of the public, and as public men it was the duty of every one present to do what he could for the advantage and welfare of such public. "When I made this declaration," says the writer of the open letter, "my words were received with a great clapping of hands and shouts of approval from those present, and this was how I came to head this grand national movement, for which I am ready to stake my life if needs be." The letter finally closes with a statement that if his enemies wish to do him any bodily harm he will tell them exactly at what hours and where he may be found each day by them, viz.: Before 10 a.m., at his own residence; after that hour and until noon, at the Huasheng Company's offices, when he returns home for tiffin; between 2 and 3 p.m., he goes out to make calls on his friends; at 4 p.m., he goes to the Silk Guild, and at 5 p.m., he is at the Chinese Chamber of Commerce.

The Shanghai Chinese are carrying on a vigorous campaign against the smoking of American brands of cigarettes. Posters are surreptitiously put up all over the Settlements warning Chinese against them and portraying grotesque representations of men with dog's heads, etc., the result of persisting in using them. The police are doing their best to stop this practice, but it is obvious that it is very easy for an enthusiast to put up placards when no police are in the vicinity.

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## Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LTD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

## OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ANTENOR"	16th August.
GLASGOW and LIVERPOOL	"ULYSSES"	16th "
GLASGOW and LIVERPOOL	"ALCINOUS"	23rd "
GLASGOW and LIVERPOOL	"AG'MEMNON"	30th "
GLASGOW and LIVERPOOL	"JASON"	31st "
GLASGOW and LIVERPOOL	"TEENKAI"	6th September.

## HOMEWARD.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"IDOMENEUS"	17th August.
*GENOA, MARSEILLES & L'POOL	"STENTOR"	20th "
LONDON, AMSTERDAM & ANTWERP	"PAKLING"	29th "
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	12th September.
*GENOA, MARSEILLES & L'POOL	"YANGTSZE"	20th "
LONDON, AMSTERDAM & ANTWERP	"ANTENOR"	26th "

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH  
THE NORTHERN PACIFIC RAILROAD CO.  
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL  
OVERLAND COMMON POINTS IN THE UNITED STATES  
OF AMERICA AND CANADA.

## EASTWARD.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, <i>via</i>	"JASON"	3rd September.

## WESTWARD.

FROM	STEAMER	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"NINGCHOW"	17th August.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 16th August, 1905.

## CHINA NAVIGATION CO., LIMITED.

## FOR STEAMERS TO SAIL.

TSINGTAO, CHEFOO and NEWCHWAN	"ICHANG"	17th August.
SHANGHAI	"KIU KIANG"	18th "
SHANGHAI	"PAKHAI"	22nd "
MANILA	"TEAN"	22nd "
CEBU and ILOILO	"SUNGKIANG"	22nd "
SWATOW, WEI-HAI-WEI, CHEFOO and TIENSIN	"CHIH LI"	25th "

! Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

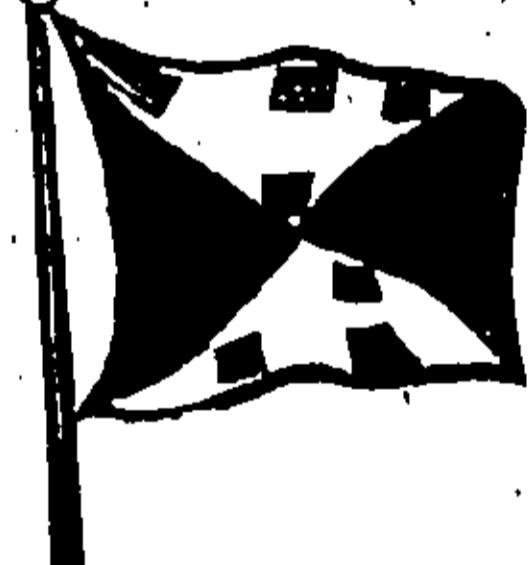
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 16th August, 1905.

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## HONGKONG—MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 26th August, at Noon.
RUBI	2540	A. H. Nooley	"	SATURDAY, 2nd Sept., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 14th August, 1905.

[5]

## HONGKONG—NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast). About

"SIERRA BLANCA"

20th September.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 12th August, 1905.

[11]

BOO CHEONG,

STATIONER AND PAPER MERCHANT,  
No. 20, Pottinger Street.

HAS always on hand all varieties of Stationery, Printing and Note Papers, Copying Presses, also Automatic Cyclotype and Kilams Duplicator.

Hongkong, 1st February, 1905.

COAL MERCHANTS AND STEVEDORES,  
48, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest notice, and with all possible despatch.

Prices Moderate. Telephone No. 319.

Hongkong, 1st October, 1904.

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## Shipping—Steamers.

## HONGKONG-MACAO LINE.

S.S. "WING OKAI,"

Captain, T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days, at 7.30 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 5.30 P.M., if tide permits.

FARES—Week Days, 1st Clas, including Cabin and servant, Single \$3; Return Ticket, \$5; and Clas, \$1; 3rd Clas, 50 cents.

Every Sunday will be an Excursion, at the following rates—1st and 2nd Clas, Single Ticket, \$1; Return, \$2; 3rd Clas, Single, 30 cents, Return, 50 cents; Steerage, 10 cents.

Breakfast, Tiffin and Dinner can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$2.

On Sundays, passengers desiring to have a Private Cabin, which has accommodation for two or more passengers, will be charged \$3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & CO.,  
2nd Floor, No. 16, Victoria Street,  
Hongkong, 13th June, 1905. [14]

## STEAM TO CANTON.

## THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" ... 1,309. J. P. MARTIN,  
"KWONG TUNG" ... 1,238. H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey ... \$4

Meals ..... \$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., and YUEN ON S.S. CO., LTD.,  
No. 8, Queen's Road West.

Hongkong, 26th June, 1905. [17]

## TRIPS TO CANTON AND MACAO.

## THE Yuk On Company's Splendid Steamer

"YING KING,"

1,088 tons, Registered.

Captain E. J. Page, will leave Hongkong for Canton every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9.30 P.M., returning to Hongkong every TUESDAY, THURSDAY and SATURDAY, about 5 P.M.

On SUNDAYS she makes an EXCURSION TRIP to MACAO, leaving Hongkong at 8.30 A.M., and returning from Macao about 7.30 P.M.

The "YING KING" is especially fitted for these runs, is the newest, fastest and most luxuriously furnished steamer on the line and is lighted throughout with Electricity, also hot and cold water is supplied.

FARES:

First Class single journey to Canton ... \$3.00

Second " " " " " 1.50

First class single journey to Macao 1.00

" " " " " with Cabin 2.00

" " " " " with Cabin 3.00

Second " " " " " 80 Cents.

Third " " " " " 50 "

" " " " " 50 "

Breakfast, Tiffin or Dinner \$1 each only.

Wine and Spirit of the best brand are served.

The wharf in Hongkong is at the West end of Wing Lok Street.

The wharf in Macao is the same as the S.S. *Perseverance*.

For further information, apply to the Office of

YUK ON S.S. CO., LTD.,  
No. 216, Wing Lok Street, Hongkong,

or to

Messrs. WENDT & CO., Canton Agents.

S. A. NORONHA, Macao Agent.

Hongkong, 17th May, 1905. [523]

## HONGKONG METEOROLOGICAL SIGNALS.

## A NEW CODE.

We have received from the Hongkong Observatory a new code of meteorological signals which comes into force at Hongkong on New Year's Day. They are the same as those at present in use at Shanghai, and will be hoisted on the mast beside the time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected. The signals are as follows:

A cone point upwards indicates a typhoon to the North of the Colony.

A cone point upwards and drum below indicates a typhoon to the North-East of the Colony.

A drum indicates a typhoon to the East of the Colony.

## BEETHOVEN AS LOVER.

## A MUCH-ENGAGED MAN.

"The Love Quest of Beethoven" forms the subject of a pathetic paper in "Good Words" by Miss M. B. Whiting. The great master's career is shown as one long wistful seeking after a love which was never found. More truly than of any poet he seems to have learned in suffering what he taught in song!—

Beethoven's home life was a miserable one; his father's drunken habits dragged the family into the depths of poverty, and the musician's boyhood was spent in comforting his beloved and sorely tried mother, in watching over his younger brothers, and saving the household possessions from the pawnshop. From this wretchedness he was rescued by Count Waldstein, through whose influence he was first made Court Organist to the Elector, and afterwards sent to Vienna to study. On his return to Bonn, he was asked to compose a cantata for performance during the Elector's visit to his palace at Mergenheim, and in the midst of the applause that followed the concert, the Prince asked the ladies if they had not a wreath to give the composer. In answer to this appeal, a beautiful girl took the flowers from her hair and blushingly bestowed them upon Beethoven. Her loveliness filled him with an exquisite delight.

Not long after the Austrian Ambassador asked him to teach a young relative of his. He accepted the post with reluctance, until he found that his pupil was the fair maiden of Mergenheim. A friend warned him of the hopelessness of his passion. The girl belonged to one of the oldest and proudest families in the land. One day, going as usual to give his lesson, he found the room empty, and, sitting down to the piano, poured out his heart in a flood of melody, "Adelaide," the wonderful song which has been called the perfect expression of hopeless love!—

"How beautiful!" cried a voice as he finished.

He turned and saw his beloved before him, and, falling on his knees, he kissed her hands, crying, "I love you!"

To the young girl he seemed a madman, and, trying to free herself, she shrieked for help. Her uncle and aunt ran into the room and ordered the young man out of the house, and without a word of explanation or excuse Beethoven went his way.

## A LIFE-LONG QUEST FOR LOVE.

When he was twenty-five he met the Contessa Giulietta Guicciardi. He writes joyously of the change which has been wrought "by a lovely, fascinating girl, who loves me and whom I love. I have once more had some blissful moments during the last two years, and it is the first time I have ever felt marriage could make me happy." Next year, however, the Contessa married a man of wealth and title. Of his next love affair the mysterious letters found in his desk after his death are the only record. And a passionately incoherent record they are. His "Fourth Symphony" is supposed to record the transport of accepted love. Here again the engagement was broken off. Miss Whiting says:—

To marry a man of such eccentric habits would doubtless have required much courage; careless in dress and uncouth in appearance, he was absolutely indifferent to the impression that he made upon other people. His habit of stamping, groaning and howling while he composed, and of dashing cold water over his head until the floor became a veritable lake, were sources of immense annoyance to his fellow-lodgers, nor, when he set up a house of his own, was his condition any the better.

Beethoven's affections were, unfortunately for himself, always set on women of a superior rank. But, says the writer, "while he yearned after the unattainable, a silent and devoted love was laid at his feet, and that he should have been persistently blind to it is but another instance of the irony of fate." His nephew was committed to the tutorage of a Spaniard named Del Rio, whose younger daughter Fanny came to adore the great genius. From her diary we learn her passion! Her last record of it runs: "I feel that no heart has ever beaten which longs so intensely, so eagerly, and so vainly for love as mine does." So it may be, conjectures the writer, that Beethoven, debared from what he sought so eagerly, gave himself up more completely to the worship of ideal love. His works tell the story of his life-long quest after love.

## DREAM TEMPLE.

## RESORT OF THE ANCIENTS IN WHICH ORACULAR DREAMS WERE WOODED.

Professor Petrie describes in interesting fashion in the *Times* the latest discoveries made in Sinai for the Palestine Exploration Fund. A thorough examination was made of the Temple of Sarabit el-Khadem, situated on an elevated plateau, a resort of the ancient to obtain oracular dreams. This was a system familiar in Syria, and it extended to Asia Minor and Egypt.

The centre of worship, in this instance, was a cave, which has yielded a large number of rock records and carvings, while a long line of chambers, intended to accommodate the pilgrims who came to sleep 'before the shrine and woo oracular dreams, was also explored. Although built by Egyptians, all these works belong to the Semitic worship.

"We have here," said the Professor, "the only Semitic temple preserved to us, and its arrangement will need careful study in relation to early Semitic worship."

About 300 inscriptions were reproduced. Those will be all published, with the others, by the Exploration Fund; and Professor Petrie will also issue separately a more popular volume describing and illustrating the country and its antiquities and discussing the questions of its climate and Biblical history.

## IRONY THAT FAILED.

Stories have been told of criminals who became persuaded of their own innocence by the eloquence of their lawyers, but it is not often that a jury is so persuaded without any such intention on the speaker's part. A burglar was on trial, and the judge tried to relieve the dullness of the Court by summing up in this amusing fashion:—

"I think it is only due to the prisoner to point out that in proceeding about his enterprise he at all events displayed remarkable consideration for the inmates of the house. For instance, rather than disturb the owner, an invalid lady, as you will have remarked, with commendable solicitude he removed his boots and went about in his stockings, notwithstanding the inclemency of the weather. Further, instead of rushing with heedless impetuosity into the pantry, he carefully removed the coal scuttle and any other obstacle which, had he thoughtlessly collided with them, would have created a noise that must have aroused the jaded servants from their well-earned repose."

After proceeding in this strain for some little time, he dismissed the jury to consider their verdict, and was astounded when, on their return into Court, they pronounced the prisoner "not guilty."

## MUSICAL.

Empress of India, Br. ss., 3,032, E. Beetham, R.N.R., 16th Aug.—Vancouver, (B.C.) 24th July, and Shanghai 12th Aug., Mails and Gen.—P. R. Co.

Anura, Br. ss., 1,566, C. J. Mattcock, 15th Aug.—Hongay 13th Aug., Coal.—J. & Co.

Courtfield, Br. ss., 2,874, J. W. Martin, 15th Aug.—Mojt 9th Aug., Coal.—B. & Co.

Lennox, Br. ss., 2,361, F. McNair, 11th Aug.—Callao 29th June, Ballast.—D. & Co., Ltd.

Geylon, Br. ss., 2,637, C. F. Lockstone, R.N.R., 16th Aug.—London 8th July, and Singapore 11th Aug., Gen.—P. & O. N. Co.

Kun-sang, Br. ss., 2,077, E. J. Buler, 16th Aug.—Calcutta 2nd Aug., Penang 7th, and Singapore 10th, Gen.—J. M. & Co.

Pelus, Pr. ss., c. 800, B. Barwise, 16th Aug.—Singapore 11th Aug., Gen.—B. & S.

Preussen, Ger. ss., c. 20, R. Meyer, 16th Aug.—Bremen 5th Aug., and Singapore 11th Aug., Gen.—B. & Co.

Festhaw, Br. ss., 4,845, E. Spicer, R.N.R., 16th Aug.—Kob 11th Aug., Gen.—P. & O. N. Co.

Pakhoi, Br. ss., 1,229, Tuebbin, 16th Aug.—Shanghai 12th Aug., Gen.—B. & S.

Triumph, Ger. ss., 679, A. Hansen, 16th Aug.—Haiphong 13th Aug., and Holloway 15th, Gen.—J. & Co.

## Clearances at the Harbour Office.

Pronto, for Hoibin, Rouhou, for Saigon, Choufu, for Bangkok, Cetlon, for Shanghai, Iching, for Tsin-tau, Leshow, for Calcutta, Pakhoi, for Canton, Teckling, for Shantung, Prussia, for Shanghai, Pekuo, for Shanghai, Lekite, for Whampoa.

## August 16.

Choufu, for Bangkok, Pronto, for Hoibin, H. Iltan, for Swatow, Hercules, for Kuchinozu, Zueena, for Singapore, Chiyou, for Canton, Hui, for Haiphong, Hongwan I, for Amoy, Scandia, for Yokohama, Parasit, for Nagasaki, Sida, for our abys, Bourbon, for Saigon.

## CHINESE SHIPS.

Per Cumson, from Singapore—352 Chinese, Per Peleus, from Singapore—342 Chinese.

Per Ceylon, for Hongkong from London—Lieut. A. W. Sutton. From Malta—Col. Fritton. From Singapore—Messrs. S. S. Scrutton and Lacon. From London for Shanghai—Mr. J. Harron.

Per Empress of Ind, a, from Vancouver—Mrs. F. Roll, Engr.-Lt. H. F. Bell, R.N., Messrs. F. G. Ferguson, J. Fraser, J. G. Nutall, F. Dowell, Mrs. E. Egan, and Mr. W. C. Nasow. From Yokohama—Surj, J. and Mrs. Nasow, Miss Nasow, Mr. and Mrs. Samaya, Master Amaya, Messrs. M. Samaya, E. E. Sharp and J. W. Johnson. From Kobe—Mr. and Mrs. Geitz. From Nagasaki—Mr. T. B. Garrison and J. M. Ekin. From Shanghai—Messrs. A. W. Womann, Tan Kin Hing, A. W. Baum, Capt. Lundhohn, Lieut. A. S. Nugent, R.A., and 139 Chinese.

Per Lenox, from Callao—175 Chinese. Per Preussen, for Hongkong from Bremen—Messrs. Max Chesiinger, Paul Batubelle, Herm. Borlme, Mrs. Drucker, and Mr. Max Stilzinski. From Southampton—Mrs. J. Carroll, Fr. Fr. Geno—Messrs. Determan, Alf. Wutchen, Henry Clasen and Fritz Wirth. From Colombo—Mr. E. H. Denicke. From Penang—Prof. Dr. Preuss, and Miss D. Barrington. From Singapore—Mr. Hans Specht, Miss A. Ritschle, and daughter, Messrs. Breit Schneider and A. Sayu. For Manila from Genoa—Mr. Rud. Hierewski.

## Shipping Report.

Str. Amera from Hongay—Light variable winds, and fine weather.

Str. Peshawur from Kobe—Light winds, and fine weather from to port.

Str. Kunning from Calcutta—Light N'W wind, smooth sea, fine weather throughout.

Str. Cow-field from Moji—Fresh to strong S'ly winds, and fine weather from the to the vicinity of Chikoo Island, afterwards light variable winds and fine weather, cloudy at times.

## Ships Passed The Canal.

Outward—14th July—Ulysses, 19th July—Barolo, Bengal, Freya, Pocahontas, 28th July—Alderton, Suttonhall, Ernest Simons, Rhoda, 2nd August—Swast, Ganta, Yunnan, Deneau, Wray Castle, 4th August—Agnemann, 9th August—Roon, Swanley, Sylva, Silvana, 12th August—Polynesian, Teekai, Longos, 15th August—Bentwaver, Glenturret, Homeward—and August—Slam, 4th August.

Pera, Ping Suay, Jason, Silesia, (Aus.), 12th August—Palermo, 15th August—Montrose, Glancus, Sachsen, Sikh, Monica.

Arrivals at Home—14th July—Benalder, Bayern, Hudson, 19th July—Segovia, Indroni, 25th July—Whampoa, Suezia, Poona, Socotra, Abrevalde, Sagami, Falcondon Hall, 28th July—Kinfuk, Caledonia, 2nd August—Den-alion, Hemphir, Calcas, Senegambia, 4th August—Banu, 9th August—Darmstadt, 12th August—Oceanien, 13th August—C. Ferdinand Latte.

Mails for Canton, Samshui, Wuchow and Macao will be closed on week days at 7.30 every morning. On Sundays the mail for Canton at 9 a.m.

Mails for Namtau, Sanbuse, Kongmoo, Kunchuk, Banshu, Wuchow and Canton every evening at 5 p.m. On Sundays the mails will be closed at 9 a.m.

No mail will be closed for Canton on Saturday evening.

## Vessels in Port.

## STRANGER.

Anamba, Dan. ss., 1,158, Cortsen, 10th Aug.—Bangkok 3rd Aug., Gen.—M. & Co.

Battenhall, Br. ss., 1,378, Chas. Raison, 29th July—Sourabaya 20th July, Sugar.—D. & Co., Ltd.

Bengle, Br. ss., 1,993, H. W. Bee, 14th Aug.—Singapore 9th Aug., Gen.—G. L. & Co.

Dagmar, Ger. ss., 663, C. Wolf, 14th Aug.—Bangkok 7th Aug., Rice and Gen.—B. & S.

Foaming, Br. ss., 1,423, T. Arthur, 5th Aug.—Samarang and Ports 18th July, Sugar.—J. M. & Co.

Gaea, Nor. ss., 612, Anna Dahl, 9th Aug.—Sourabaya 20th July, Sugar.—Order.

Germania, Ger. ss., 1,020, H. Juelg, 10th July—Sydney 13th July, Cocoa—S. & Co.

Germany, Ger. ss., 1,714, S. Petersen, 14th Aug.—Bangkok 8th Aug., Rice—J. & Co.

Helen, Menzel, Ger. ss., 984, K. Auer, 14th Aug.—Mojt 6th Aug., Coal—Order.

Hohenzollern, Ger. ss., 6,660, C. Kraef, 20th July—From Genoa, Ballast—M. & Co.

Ichan, Br. ss., 1,228, W. L. Jones, 10th Aug.—Swatow 11th Aug., Gen.—B. & S.

Keong Wai, Ger. ss., 1,115, Kehler, 14th Aug.—Bangkok 8th Aug., Rice—B. & S.

Kutusen, Br. ss., 3,109, R. C. Bradley, 13th Aug.—Shanghai 10th Aug., Ballast—J. M. & Co.

Land, Br. ss., 1,228, W. L. Jones, 10th Aug.—Canton 12th Aug., Gen.—Auggaard, Thoren, sen & Co.

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Land, Br. ss., 1,228, W. L. Jones, 10th Aug.—Canton 12th Aug., Gen.—Auggaard, Thoren, sen &amp

## Mails.

## Insurance.

MESSAGERIES  
MARITIMES

FRENCH MAIL STEAMERS.

STEAM, FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, ADEN, EGYPT,  
MARSEILLES, LONDON,  
HAVRE, BORDEAUX,  
MEDITERRANEAN AND BLACK SEA PORTS.

## The S.S. "SYDNEY."

Captain F. Combe, will be despatched for MARSEILLES on TUESDAY, the 22nd August, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:-

S.S. ARMAND BEHIC... 5th September.

S.S. ERNEST SIMONS... 19th September.

S.S. POLYNESIEN... 3rd October.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 9th August, 1905.

## NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSSEN & Co.  
Hongkong 28th May, 1895.

[52]

## To Let.

NOS. 15 and 29, WONG-NEI-CHONG ROAD.  
A BUILDING at CAUSEWAY BAY, at present in occupation of the Steam Laundry Co., Ltd.

NO. 1, RIHON TERRACE.

FLATS in MORRONT TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER). GODOWNS: PRAVA EAST.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 2nd August, 1905.

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## To Let.

NO. 3, MACDONNELL ROAD.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 19th July, 1905.

[75]

## To Let.

GODOWN No. 3, NEW PRAVA, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 27th June, 1905.

[692]

## To Let.

WITH IMMEDIATE POSSESSION.

FOREST LODGE, Caine Road.

Apply to—

H. N. MODY.  
Hongkong, 4th May, 1905.

[52]

## To Let.

SEMI-DETACHED VILLAS: Two, in Garden Road, near the Ferry, with Fine Bright and Airy Rooms. Gas and ELECTRIC BELLS laid on. Commanding fine view of the Harbour.

Rents very moderate.

Apply to—

H. RUTTONJEE,  
No. 5, D'Aguilar Street,  
37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905.

[627]

To Let.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 7th March, 1905.

[50]

## TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$1.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents.—

SIEMSSSEN &amp; CO.

Hongkong, 10th January, 1903.

[57]

TO LET.

INCANDESCENT GASOLINE LAMPS

OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &amp;c., for GASOLINE AND GAS LAMPS

at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO., 56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904.

[54]

## NORTHERN PACIFIC-LINE.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA,

via MOJI, KOBE AND YOKOHAMA.

Steamer, Tons, Captain, Sailing.

Hyades... 3,753 Geo. Wright... At Aug. 22

Lyra... 4,417 G. V. Williams... Sept. 15

Pleiades... 3,753 J.G. Purtington

Shawmut... 9,606 E. V. Roberts

Tremont... 9,606 T. W. Garlick.

Steamer marked (\*) have no second-class passenger accommodation.

Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Shipper's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL &amp; CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 10th August, 1905.

[54]

## ACHEE &amp; CO.

ESTABLISHED 1859.

## FURNITURE,

## GENERAL HOUSEHOLD

## REQUISITES.

## &amp;c., &amp;c., &amp;c.



## DEPOT

## FOR

## EASTMAN'S

## KODAKS, FILMS,

## AND

## ACCESSORIES.

Telephone 256.

AMATEUR WORK Received PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1905.

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY &amp; CO. Potts. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPRAISEMENT AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.				\$1,000,000 \$80,000 \$35,000	\$1,493,408	{ Div. of £1.10/- and bonus of £1 @ exchange 1/11/9/16—\$35.46 for second half-year 1904 }	5 % { \$915 sellers London \$891 \$38 buyers }
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125				
National Bank of China, Limited	19,925	\$7	\$5	\$200,000	\$41,768	\$2 (London 3/6) for 1903	
MARINE INSURANCES.				\$1,400,000 \$1,739,300	\$150,494	\$17 for 1903	5 1/2 % \$325 sellers
Canton Insurance Office, Limited	10,000	\$250	\$50	\$950,000 \$151,902 \$362,166	Nil.		
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$371,445		\$4 1/2 for year ended 30.11.1904	6 1/2 % \$75
North China Insurance Company, Limited	10,000	\$15	\$5	Tls. 800,000 \$1,850,000 \$20,000	Tls. 217,119	Interim of 7/6 1904	8 % Tls. 82
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$37,749 \$893,110 \$480,773		\$35 for 1903	4 1/2 % \$735 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$18,000 \$2,421	\$486,284	\$12 and \$3 special dividend for 1903	8 1/2 % \$1725 sellers
CHINA FIRE INSURANCES.				\$1,200,505	\$360,372	\$6 dividend & \$1 bonus for 1903	8 1/2 % \$85 sellers
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,200,505		\$34 for 1903	10 1/2 % \$330 sales
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50				
SHIPPING, TUG AND CARGO BOATS.				\$5,000	\$8,832	\$1 for 1904	5 % \$20 sellers
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$185,000 \$85,410	Nil.	\$1 for year ended 30.6.1904	5 1/2 % \$35
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$250,000			
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$145,370 \$120,000 \$24,1150		\$1 for first half-year 1905	7 1/2 % \$26 ex div.
Indo-China Steam Navigation Company, Limited	60,000	\$10	\$10	\$3,999		12/- @ 1/10 = \$86.29.51 for 1904	6 1/2 % \$96 buyers
Shanghai Tug and Lighter Company, Limited	200,000	\$15.50	\$15.50	Tls. 50 \$40,000 \$24,1160	Tls. 43,762	Tls. 2 final making Tls. 4 for 1904	7 1/2 % \$60 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	\$1	\$1	\$65,000 \$24,257	\$38,852	Tls. 1/2 final making Tls. 3 for 1904	7 1/2 % \$50 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$400,000 \$21,075	\$919	Interim of 1/- (Coupon No. 5) for 1904	5 1/2 % \$33 \$25
Straits Steamship Company, Limited	5,000	\$100	\$100	\$130,153		\$10 for 1904	7 % \$145
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 26,679	Tls. 6,190	Interim of Tls. 2 for 1905	13 % Tls. 29 buyers
REFINERIES.						Final of \$15 making \$20 for 1904	8 1/2 % \$245
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000	Dr. \$42,812	\$2 for 1897</td	